(d) the specific plans to built pedestrian over-bridges between Rajahmundry and Vijayawada on National Highways-4 (Kolkata-Chennai sector); and

(e) the reasons for not addressing concerns raised by teh Road Safety Forum of Andhra Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) Yes, Sir.

(b) Four pedestrian over bridges have been constructed between Kolkata-Chennai Section of Golden Quadrilateral.

(c) One pedestrian over bridge is planned for construction during 2005-06.

(d) There is no specific plan to build pedestrian over-bridges between Rajahmundry and Vijayawada Section of NH-5.

(e) the suggestions of the Road Safety Forum have been considered and the feasible proposals have already been implemented. This has been communicated to the organisation.

Cargo handling facilities at Ports

2022. SHRI VAYALAR RAVI: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that Government have made any study of availability of Cargo handling facilities in the Ports;

(b) if so, the details thereof;

(c) whether it is a fact that the facilities are more than the availability of Cargo; and

(d) what is the total quantity of Cargo exported for the last three years and what is the projection for the coming ten years?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) and (b) RITES Ltd., New Delhi conducted a study for the Ministry of Shipping and submitted its report captioned "Perspective Plan for Indian Port Sector Vision 2020" (Vision 2020 Report)

in April, 2001. The main objectives of the study were as follows:

(i) Assess the Indian sea-borne traffic upto the year 2021 -22 (25 years from the end of 8th Five Year Plan).

(ii) Evaluate the optimum quantum of cargo that can be handled at the existing ports.

(iii) Suggest location suitable for further port development considering the logistics of the cargo generated as also the land and waterfront features.

(iv) To bring out synergy between the port development plans of Major Port Trusts and State Governments.

(c) As on 31st March, 2005, the major ports had adequate facilities to handle various categories of cargo though the facilities for handling iron ore and containerized cargo were stretched to their limits due to traffic in these categories exceeding installed capacities. In keeping with the best international practice, the Government continues to strive towards creating surplus capacity to the extent of about 30% for handling various categories of cargo traffic in the major ports over their anticipated volumes so as to ensure faster turnaround of vessels in these ports.

(d) Break-up of overseas and coastal traffic handled by the major ports during the last 3 years is given below:

Year	Overseas Traffic	Coastal Traffic	Total
2002-03	227.71	85.85	313.55
2003-04	258.78	86.02	344.80
2004-05 (provisional)	295.40	88.29	383.69

Traffic handled by ports other than major ports during the last 3 years is given below:

Year	Traffic (million tonnes)
2002-03 2003-04	108.30
2004-05 (provisional)	118.37
	134.65

All India port traffic projections for the year 2016-17 as contained in the Vision 2020 Report is given below:

(million tonnes)

Low Scenario	1114.65
Medium Scenario	1201.18
High Scenario	1309.45

Tn addition to the above, the ports are projected to transport 400000 automobile units during 2016-17.

National Road Transport Policy

2023. SHRI RAMAMUNI REDDY SIRIGIREDDY: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that Government have outlined a National Road Transport Policy;

(b) whether it is a fact that the main emphasis in the proposed policy is on private participation, rationalisation of motor vehicle tax regime across the country, etc.;

(c) the other salient features of the proposed policy;

(d) whether Government propose to involve co-operative societies to train unemployed youth in road maintenance; and

(e) if so, the details thereof?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI TR. BAALU): (a) to (c) The Government has drafted a National Road Transport Policy and circulated it to the key stake holders such as State Governments, concerned Central Ministries/Departments for consultation. The draft policy document envisages public private partnership in road construction projects, rationalisation of motor vehicle tax regime in order to facilitate smooth inter-state movement of motor vehicles. Other salient aspects of the draft policy document are development of a database, development of backward areas, emphasis on environment, technological upgradation, barriers on National Highways, hazards to road safety including road side hoardings, unauthorised speed brakers, overloading of motor vehicles, preventive measures for road accidents, employment generation etc.